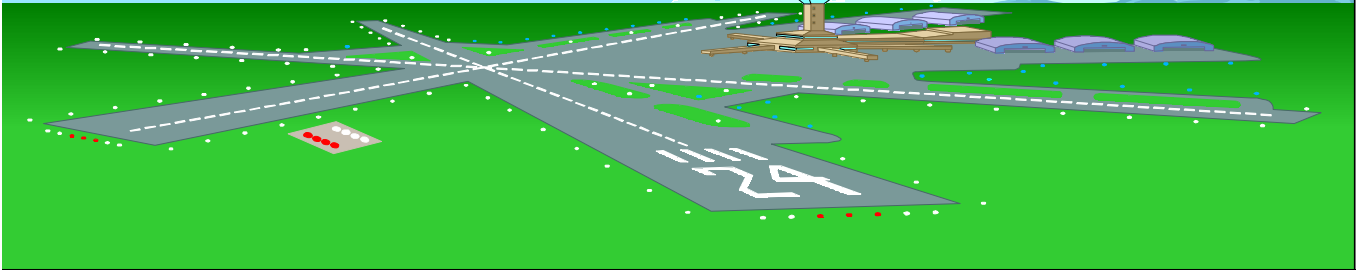


# Federal Aviation Administration

## New England Region



### CERTBULLETIN 00-1

#### Inside this Bulletin

- 1 Runway Safety Area Surveys
- 2 New England Region Runway Safety Conference
- 3 New England Region Airport Certification Safety Seminar
- 4 Airport Inspector Assignments
- 5 Glass Beads in Pavement Markings-Compliance Date
- 6 FAA/AAE Courses-National Schedule
- 7 Wildlife Hazard Management At Airports - A Users Manual
- 8 Bird Strike Remains Identified at no Cost to Aircraft Owners or Airports
- 9 Change 4 to Advisory Circular 150/5200-30A
- 10 Remedial training for Persons Involved in a Vehicle/Pedestrian Deviation

### AIRPORT CERTIFICATION BULLETIN

#### CERTBULLETIN 00-1

March 31, 2000

## Runway Safety Area Surveys

FAA Order, Runway Safety Area Program was issued October 1, 1999. This internal FAA order establishes the FAA's Runway Safety Area (RSA) Program and the procedures that FAA employees will follow in implementing that program. The objective of the RSA Program is that all RSAs at federally obligated airports and all RSAs at **airports certificated under FAR PART 139** shall conform to the standards contained in AC 150/5300-13 Airport Design, to the extent practicable.

The first step in implementing the RSA program will be the collection of data on the RSA for each runway at each certificated airport. The data will contain the current width of each RSA and the length that the RSA extends beyond each runway end. The data will also contain the standards that apply to each RSA at the airport. In addition, all objects within the area that comprises a standard RSA will be documented.

Part of the data collection effort will include a physical survey of each RSA by a team from the New England Region Airports Division. Normally, the personnel in the team will consist of a project manager (engineer) and a certification inspector. In most cases, we plan to conduct the surveys during the regularly scheduled airport certification inspection. Others will be scheduled after consultation with the airport. We will contact all airports at least two weeks before the survey date. We anticipate the surveys will take no longer than one day. To date, two airports' surveys have been completed. ■

**This Certbulletin is also available on our web page:**

<http://www.faa.gov/region/ane/ane600/index.html>

**\*\* ATTENTION \*\* ATTENTION \*\***

## New England Region Runway Safety Conference

You may have already received information about the upcoming runway incursion conference. If not, block your calendars for this important meeting to be held in Boston on May 16 & 17, 2000. This will be a working conference with aviation users, airports, aviation industry organizations, and government representatives in attendance. For more information contact Laurie Hyman at (781) 238-7632. ■

## New England Airport Certification Safety Seminar

Unfortunately, due to budget constraints and special project workload demands, we will not be able to hold a seminar this year. Our hope is to be able to hold the next seminar in conjunction with the anticipated revision to FAR Part 139, which may occur within approximately one year. We will keep you posted. ■

### *Airport Inspector Assignments*

#### **FY 2000**

**Laurie Hyman**  
**(781) 238-7632**

**Keith Barnett**  
**(781) 238-7630**

Bedford

Bangor

Boston

Burlington

Bridgeport

Hyannis

Danbury

Lebanon

Groton/New London

Manchester

Hartford

Portsmouth

Nantucket

Presque Isle

New Haven

Providence

Portland

Rutland

Vineyard Haven

Westfield

Worcester

Windsor Locks

## Glass Beads in Pavement Markings-Compliance Date

Advisory Circular (AC) 150/5340-1H, Standards for Airport Markings, contains a requirement for the use of glass beads in eleven types of permanent pavement markings as outlined in paragraph 4.b. **The AC requires the use of glass beads for these markings at all part 139 certificated airports no later than August 31, 2000.**

The compliance date was based on the assumption that airport operators repaint their markings at least once a year. While this is certainly true at large airports, we recognize that a number of small airports do not adhere to this practice.

The new marking standards were not intended to require airport operators to repaint markings only for the sake of applying beads. **This Certbulletin clarifies compliance dates.** When inspecting for compliance with the new marking standards, airport certification safety inspectors will:

- **Ensure any markings identified in Paragraph 4.b. of AC 150/5340-1H have glass beads, if repainted by August 31, 2000.**

- **Beginning on September 1, 2000, identify in a Letter of Correction, any markings identified in Paragraph 4.b. of AC 150/5340-1H that do not have glass beads. The date for correcting this discrepancy will be set based on a discussion with the airport manager as to when he/she plans to repaint the applicable markings. ■**

## Wildlife Hazard Management At Airports

### *A Users Manual*

In December of 1999, the FAA and the USDA Wildlife Services jointly issued a manual for airport personnel. A copy has been sent to each certificated airport in the US. If you have not received your copy, please contact Keith Barnett at (781) 238-7630 or Laurie Hyman at (781) 238-7632.

*Continued next page*

The manual contains a wealth of information to assist airport personnel in the development, implementation, and evaluation of Wildlife Hazard Management Plans at airports. Even if your airport is not required under Part 139 to have an approved Wildlife Hazard Management Plan in the ACM/ACS, there is useful information on the nature of wildlife strikes, legal authority, regulations, wildlife management techniques, wildlife hazard assessments, and sources of help and information.

While the manual states that it is only a starting point for addressing wildlife issues at airports, we strongly recommend that all personnel with wildlife hazard control responsibilities become familiar with the manual and use it as a resource document.

Additionally, it is recommended that the development of Wildlife Hazard Management Plans and the implementation of management actions by airport personnel be accomplished in consultation with qualified wildlife biologists trained in wildlife damage control.

Following are a few photographs of aircraft damage caused by bird strikes. These photos help clarify the reason for the above message. We wish to thank our airport certification inspector friends in the Alaska and Great Lakes Regions for providing these photos to us. ■



**Damage resulting from a strike involving several Canada geese**



**Damage from Canada geese**



**Aircraft accident that followed a strike involving Canada geese on takeoff roll**



**Damage from Canada geese**

## **FAA/AAAE Courses National Schedule**

**April 9-12**

**San Antonio, TX**

Advanced Airport Safety and  
Operations Specialist School.

**May 14-18**

**Salt Lake City, UT**

Basic/Advanced ARFF School.

**June 11-14**

**Seattle, WA**

Basic Airport Safety and  
Operations Specialist School.

**October 1-3**

**Tampa, FL**

Wildlife Management  
Workshop.

**October 15-17**

**Nashville, TN**

Airfield Safety, Signage and  
Maintenance School.

**October 23-25**

**Cincinnati, OH**

ARFF Chief's Conference.

**October 26-27**

**Cincinnati, OH**

Airport Emergency Response  
Conference.

**November 12-15**

**Los Angeles, CA**

Advanced Airport Safety and  
Operations Specialist School.

## Bird Strike Remains Identified at No Cost to Aircraft Owners or Airports

*This is a follow-on to the previous article.*

USDA's National Wildlife Research Center (NWRC), through an Interagency Agreement with the FAA, maintains a national database of bird and other wildlife strikes with civil aircraft. The database provides critical information to airport operators, biologist, aviation engineers, and regulators in designing programs and policies to reduce damaging wildlife strikes. A major deficiency in the database, however, is that about 50% of the reported bird strikes do not identify the bird species involved.

To improve the identification of bird species involved in civil aircraft strikes, NWRC has entered into an agreement with the Smithsonian Institute, Division of Birds, which at no cost to the airport or aircraft owner, will identify bird remains which are sent in with the strike report (FAA Form 5200-7). Remains should be sent in a resealable plastic storage bag attached to Form 5200-7 to the address on the form (FAA office of Airport Safety and Standards, AAS-310, 800 Independence Ave., SW, Washington, DC 20591, Attn: Ed Cleary). Send whole feathers when possible. Do not cut feathers as diagnostic characteristics are often found in the fluffy parts or barbs of the feather base. Beaks, feet, bones, and talons also are acceptable materials.

The FAA Form 5200-7, for reporting bird strikes can be downloaded from <http://www.faa.gov/arp/birdstrike>. Additional information on bird strike reporting and wildlife hazard reduction at airports is available at <http://www.birdstrike.org>. ■

## Change 4 to Advisory Circular 150/5200-30A Airport Winter Safety and Operations

This change was published November 15, 1999. New research has shown that friction-measuring devices currently in use do not necessarily provide equivalent readings under winter operational conditions. Airport operators who report runway friction values are now advised to report the type of device used in performing measurements.

**Remember:** AC's can be downloaded from: <http://www.faa.gov/arp/arphome.htm>. ■

## Remedial Training for Persons Involved in a Vehicle/Pedestrian Deviation

As airports become increasingly congested, the FAA and the entire aviation community must pay increasing attention to safety of ground operations. The complexity of today's operations have the potential for creating unsafe conditions, especially where aircraft, vehicles, and even pedestrians may find themselves on active runways and taxiways in direct conflict with aircraft. Such incidents can have tragic results.

Upon notification of a Vehicle/Pedestrian Deviation (VPD), Airport Certification Safety Inspectors will investigate the incident. **We encourage airport operators to develop a remedial driver training program for any employee, tenant or contractor involved in a vehicle deviation.**

The airport should also investigate the incident to determine cause of the deviation and then take appropriate actions to eliminate those causal factors. ■

## Late Addition

See Attached Certalert 00-01:

**Public Safety Personnel Operating in the Movement Area**

